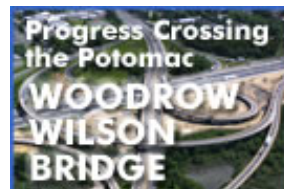


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THE VDOT ONLINE EMPLOYEE NEWSPAPER

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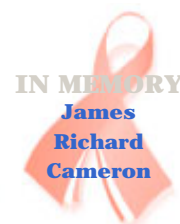
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Fawaz Saraf will help rebuild Iraqi highways



© 2003, The Washington Post. Photo by Rich Lipski. Reprinted with permission.

Northern Virginia engineer serves as bridge to recovery in his former homeland. [Click here to find out how >>>](#)



VDOT FERRYBOATS



[Jamestown-Scotland](#)



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Governor's Awards Made to VDOT Employees

Exceptional public service by two VDOT employees — Barry Dula and Harry Lee — merited Governor's Awards May 7 in ceremonies at the mansion of Virginia's chief executive. Dula, an equipment repair manager in Staunton District, and Lee, location and design engineer in Fredericksburg District, were the first VDOT employees to be honored with the awards in the program's three-year history. Dula's award was in the "community service" category, and Lee's was for "career achievement."

"Ambassadors" from state agencies were also chosen to facilitate the awards presentation, and six VDOT employees were selected for that role: **Leon Treutle**, survey engineer, Northern Virginia District; **Leslie Carpenter**, administrative specialist, Culpeper District; **Susan Shively**, administrative assistant, Martinsville Residency; **Eric Blankenship**, environmental specialist, Fredericksburg District; **Anita Falcone**, administrative specialist, Franklin Residency; and **Alice Pool**, landscape architect, Location and Design Division. The Governor's award program was part of Virginia's participation in National Public Service Week.

[Read about Dula's and Lee's lives of public service >>>](#)

VDOT engineer serves as bridge to recovery in his former homeland

Fawaz will help rebuild Iraqi highways

Since 1999, VDOT structural engineer **Fawaz Saraf**, 45, has been intimately involved in the design of the new Woodrow Wilson Bridge over the Potomac River, and new Capital Beltway interchanges. Starting in mid-May, he began facing an even bigger challenge: assisting in the reconstruction of bridges over the Euphrates River and other critical highways in his original homeland, Iraq.

The Iraqi-American engineer deployed for about one month as part of the U.S. Office of Reconstruction and Humanitarian Assistance. Specifically, Saraf is being detailed to the Iraqi Ministry of Housing and Construction where he will facilitate cooperation between Iraqi engineers working for the ministry and the transitional U.S. administration.

Saraf's family left Iraq in 1970, two years after Saddam Hussein's Baath Party seized control of the country. When Saraf's family fled Iraq, he didn't realize they were doing so. He and his nine sisters and two brothers left with their parents for what the children thought was a summer vacation in Lebanon. When they got there, their parents told them they wouldn't be going home.



Fawaz on the job at the Woodrow Wilson Bridge.

© 2003, The Washington Post. Photo by Rich Lipski. Reprinted with permission.

Saraf's immediate task is "to rebuild key roads." His long-term goal is "to lay a sound foundation for empowering Iraqi engineers..."

civil administration, helping to forge a positive and productive partnership."

Saraf will return to the U.S. on June 9 and determine if he wishes to continue in Iraq.

"The Department of Defense is asking him to commit to three, three-month stints in Iraq," said Ronaldo "Nick" Nicholson, VDOT's project manager for the Woodrow Wilson Bridge construction. "He is over there now weighing his personal needs and curiosities to decide if he wants to further his commitment."

Saraf has worked for VDOT since 1987. He is on vacation leave for VDOT while in Iraq, and is being paid by a defense contractor hired by the Pentagon. His wife, Magda Cabrero, 42, is a Spanish teacher in charge of the Foreign Languages Department at Falls Church High School. The couple has two sons, Zachary, 10 and Andrew, 14. She said his absence will be a challenge for the family, but she agrees with her husband that it is important for him to go.

"Our immediate task is to rebuild key roads, which is instrumental to getting the country moving again," Saraf said. "But our long-term goal is to lay a sound foundation for empowering Iraqi engineers to design and build improvements that will provide long-lasting benefits to the Iraqi people."

Whether he continues with the three stints in Iraq or not, there will still be plenty for him to do on the Woodrow Wilson Project on his return. The project will not be complete until 2011.

"While we will miss Fawaz' expertise here over the next month and possibly longer, all of VDOT salutes his commitment to help with the reconstruction of his homeland," Nicholson said. "Fawaz is a patriot, twice over."

The 'World Series' of construction projects

Woodrow Wilson Bridge

Much more is involved in building this super-sized Potomac crossing

It's been called the "world series" of transportation construction.

It involves three jurisdictions, a new bridge, 7.5 miles of Capital Beltway (I-95/I-495) reconstruction, 12 lanes of highway, demolition of existing buildings, and ground-breaking innovations such as a see-through sound wall. Construction is taking place over the course of almost a dozen years.

It is, of course, the \$2.56 billion Woodrow Wilson Bridge Project — one of the largest transportation construction projects in the U.S.

The massive project replaces the existing bridge with twin side-by-side drawbridges and upgrades to four interchanges to ease traffic congestion.

the existing bridge.

"It is one of the biggest and most challenging infrastructure projects in the U.S.," said Ronaldo "Nick" Nicholson, VDOT's project manager for the Woodrow Wilson Bridge construction. "It traverses Old Town Alexandria — one of the most historic communities in the country — and there are also significant environmental considerations. Virginia and Maryland are spending \$50 million in environmental mitigation, including wetlands creation and reforestation. An 84-acre bald eagle habitat has been created on the Maryland side."

The corridor begins in Maryland, moves through a brief slice of Washington, D.C., and connects to Virginia by the Woodrow Wilson Bridge over the Potomac River. The project replaces the existing bridge with twin side-by-side drawbridges and upgrades to four interchanges to ease traffic congestion. The new bridge is being constructed 30 feet south of



Photo by Trevor Wrayton

Accessing the bridge from Route 1 (foreground) is challenging now because travelers merge on one single-lane ramp.



Photo by Trevor Wrayton

The existing Woodrow Wilson Bridge can be seen here from the Virginia side. The new bridge is being built 30 feet to the right.

and demolishing the old bridge. This work is being performed in three contracts, the first for the moveable part of the bridge (and all electrical and mechanical work with it) and construction of the operator's tower and elevator system. The other two contracts are for construction of the bridge from the draw span to the Maryland and Virginia abutments. The first bridge will be completed in late 2005 or early 2006, when traffic will be routed off the old bridge, which will be torn down. The second bridge will be completed in late 2007 or early 2008.

"The 1961 bridge has three strikes against it," said John Undeland, spokesman for the Woodrow Wilson Bridge Project. "Its design capacity was for 75,000 vehicles a day, and it is carrying 200,000. The accident rate on the bridge approaches is twice the average interstate accident rate. And the bridge is physically worn out."

The new bridge is being built in three main stages over six or seven years. The first stage, dredging, was completed in late February 2001. The Potomac River was only two-feet deep in some areas, and needed to be dredged so that construction vessels could operate safely.

Foundations for piers supporting the bridge is the second and current stage of construction. There will be 17 piers, six in Jones Point Park on the Virginia side and 11 in the river. All piles have been driven and concrete work is finished.

Now beginning, the third stage includes constructing V-shaped piers, which offer the aesthetically pleasing look of arches; building the concrete deck and all other elements of the bridge;

In addition to offering additional lanes and more efficient interchanges, the new corridor will have the added benefit of fewer drawbridge openings for ship passages. The old bridge had a 50-foot clearance and opened about 270 times per year. The new bridge has a 70-foot

OLD WOODROW WILSON BRIDGE

1961 Woodrow Wilson Bridge built. Designed to accommodate 75,000 vehicles daily.

1969 Daily capacity averages exceed 75,000 vehicles.

1988 Daily capacity averages are more than twice what the bridge was designed to accommodate.

2003 More than 200,000 vehicles traverse the bridge daily.

NEW WOODROW WILSON BRIDGE

1989 Concept for the bridge replacement developed.

1998 Bridge design chosen following a year-long competition led by the Maryland State Highway Administration in 1998.

October 2000-February 2001 Dredging of Potomac River so construction vessels can access the area.

January 2003 [VDOT demolishes the Huntington Tower Apartment Building](#)

February 2003 Lowest bid to build one of the costliest parts of the new Woodrow Wilson Bridge comes in \$45 million under estimates.

March 2003 Piles driven and concrete work complete. Forty-eight piles to be driven later this year to provide supports for the piers at the moveable span.

Future

2005/2006 The southern bridge span is scheduled to be open to two-way traffic.

2006 Completion of one six-lane span by early 2006, and the other one by early 2008.

clearance and will only need to open about 65 times per year. Recreational vessels, the cause of the majority of the openings, typically have 65-foot masts.

Other challenges include accessing and exiting the bridge from feeder roadways. Accessing the bridge from Route 1 is challenging because north- and southbound travelers merge on one single-lane ramp. The Commonwealth Transportation Board on May 15 approved a \$38.4 million contract for a portion of Route 1 reconstruction to alleviate the crowded merger. Initial work begins in mid-June. This project involves building 11 elevated ramps on the southern part of the interchange over and along Cameron Run and Hunting Creek, reducing impacts on wetlands and other natural resources. A significantly larger contract to rebuild the remaining portions of the Route 1 reconstruction will start in late 2003. In contrast with the abrupt "shoe-horn" merge of the existing interchange, the rebuilt Route 1 Interchange will enable much smoother and safer entry and exit. The interchange at Telegraph Road will also be reconstructed.

Congestion mitigation and safety are primary objectives. Currently, the eight-lane Beltway approach to the bridge narrows to six lanes just as heavy additional traffic enters from adjacent interchanges, creating a bottleneck that chronically backs up traffic for several miles. The new bridge will feature eight lanes to match the Beltway, another

two lanes for merging and exiting off the adjacent interchanges, and two lanes for future transit or HOV options. The bridge will open with 10 lanes with the two others reserved until HOV or other transit lanes are connecting in both states. Another major improvement is functional shoulder lanes that will provide emergency responders with potentially life-saving access and stranded motorists with a place to pull off of the road.

The \$38.4 million contract is the tenth Wilson Bridge Project contract for which bids have been received by VDOT. To date, eight of the 10 contracts have come in under project estimate. Virginia's cumulative average-under for the 10 contracts is more than 10 percent.

If the Woodrow Wilson Bridge Project is the world series of construction, it's going to be a long game.

"We're just rounding first base in terms of construction activity," Nicholson said. "But the important thing is that the project is getting done."

The new bridge will feature eight lanes to match the Beltway, two lanes for merging and exiting, and another two lanes for transit and HOV options.



Photo by Trevor Wrayton

Putting in the foundations for piers that will support the new bridge is the current stage of construction. This photo was taking from the Maryland side of the bridge looking to Virginia.

Red, yellow, or green? Dashboard overwhelming you a bit?

Are you seeing red, yellow and green lights in your sleep? When you pull up to a stoplight, are you thinking about deadlines and budgets?

Well, if the Dashboard is overwhelming you a bit at the moment, that's a good thing, because it means you're paying attention to business.

Remember that the true value of the Dashboard goes far beyond the color of the lights. The Dashboard gives us - and our partners in industry - a common language. It also helps make sure that we're focusing on the proper information. And it reflects the reality of what's going on in the field.

"Remember, we have to approach construction projects as a team of private and public sector people in search of the same goal - an excellent project."

Let me talk for a moment about the lights - and this is something that I really want to reinforce - there's nothing wrong with a light being red. A red light, in and of itself, is no reason to panic or to duck for cover. If the information is accurate, and if a light goes red for good reason, then it is what it is.

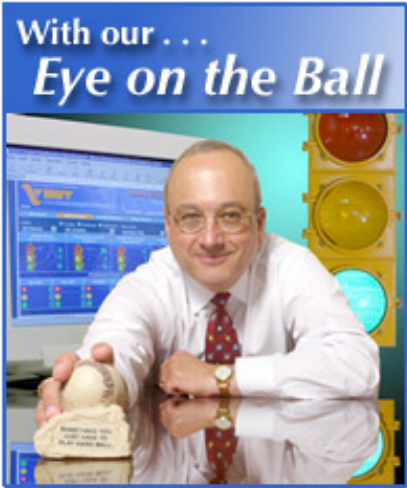
Think of it like this: If a light is red, and if all of the information turning the light red is accurate, then we can learn from the experience to make the next job better. And the one after that even better again. That's a good thing. That's using knowledge to improve our business.

When issues pop up, use the information on the Dashboard as a tool to talk to your contactor. Remember, we have to approach construction projects as a team of private and public sector people in search of the same goal - an excellent project. Don't hit contactors over the head with the Dashboard the minute a light turns red. As soon as the defenses start going up, the quality of the project starts coming down.

Be factual with your information, keep your project information up-to-date. Work as a partner with your contractor, and do your job the way you know it needs to be done. If you do that, the lights will take care of themselves.

Keep your eye on the ball, and stay safe.

Philip



View the commissioner's message in MPG format (MPG, 6.9MB, 2:14)>

Play Video

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[Click to view video of the Jamestown-Scotland Ferry](#)

VDOT operates free ferries in four locations

Ferry services popular with travelers and VDOT crews

VDOT's four ferry services—two on the James River and two in Virginia's Northern Neck—have built a commuting constituency and a tourists' fan club. With either a therapeutically scenic crossing or a time-saving shortcut to work, the ferries keep travelers satisfied if not delighted.



Ferryboats fit for a king:
The Jamestown-Scotland



A ferry Huck Finn would love:
The Hatton



'Tis a pleasant experience:
The Sunnybank Ferry



It takes two — vehicles at a time:
The Merry Point Ferry



Sunnybank Ferry captains are ambassadors



Photo by Tommy Saunders

John Dobson operates the Sunnybank ferry.

"I've had my picture taken more times than the President," says John M. Dodson, operator of the Sunny Bank Ferry for the past 24 years. That's his story and he's sticking to it. Somehow, you think it's probably true.

He has hosted travelers from North Dakota, tourists from California and people from other states far and wide on the ferry, which crosses the Wicomico River on Route 644 from Sunnybank to Kayan. "They come from everywhere," exclaims Dodson, a convivial man who no doubt is good for Virginia tourism in the Northern Neck's Northumberland County. "You can't imagine how they find it. They take pictures. They think it's the greatest thing in the world." Once while vacationing in Lancaster, Pa., Dodson stopped in a Kmart where "somebody came up to me and said, 'I know you, you run the ferry.'"

A couple from Glassborough, N.J., were married on board in August of 1997. In correspondence before the wedding, Warsaw Resident Engineer Joe Staton advised, "It would be safer if they could wear rubber sole shoes as opposed to high heels" because the ramps are often wet and slick. No report was given on how the bride's ensemble was affected.

Dodson is good to the home folks also. "They all know him," says W. H. "Billy" Rice, superintendent at Lottsburg Area Headquarters, where Dodson reports. Rice says Dodson and Johnny Smith, who captains the ferry on the alternate shift, are "ambassadors for VDOT with the people they talk to from all over the world." Customers use the ferry as a short cut to the grocery or post office in Reedville or other communities, saving as many as 15 miles of travel.

At one time, little businesses hugged the watersides near the landings. They are gone now, but attractive homes grace the landscape above the scenic river.

The ferry was opened in 1903, and for years the scow was pulled by hand across the water alongside a cable — no weaklings need apply for ferryman. A motorized ferry, the A.L.E., began carrying passengers sometime after 1912. Its captain, Jynes Crabbe, named the craft after his children, Arley, Lois, and Elmer. The county supervised the ferry until 1932 when the Department of Highways took charge. The A.L.E. was destroyed in 1954 by Hurricane Hazel, but was replaced — by a ferryboat named Hazel. In 1985, it was retired by the Northumberland, which was constructed in Deltaville and was the first metal boat used at this location.

The trip across the Wicomico, about a third of a mile, takes only a few minutes, but it's a rewarding interlude in one's travels. A short distance downstream, the river merges with the Chesapeake Bay at Smith Point. Business varies from very slow in the winter to demanding in the summer when tourists, bicyclists, and regulars sometimes line up to go across. Last year, 8,058 vehicles made the crossing. Dodson and Smith work alternating weeks, 12 hours per day, year round, except on Sundays. Occasionally the service is closed to avoid storms or to do maintenance on the scow.

A lot of sentiment as well as history attaches to a ferry over the years. A former Sunnybank postmaster and local poet, Tennyson Evans Hammack, displays that fondness in a verse he wrote years ago:

*"Although crossing the river by
ferry is a very short run,*

*'Tis a pleasant experience mixed
with some fun.*



Photo by Tommy Saunders

*You'll enjoy the hum of the motor
as the ferry moves along,

T'will put a smile on your face and
into your heart a sweet song."*

The Sunnybank Ferry is an enjoyable and scenic way to cross the Wicomico.

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Merry Point Ferry Crosses Scenic Carrotoman



Photo by Tommy Saunders

A couple vacationing from Pennsylvania enjoy a scenic ride across the Carrotoman on the Merry Point Ferry.

across by a hand windlass. Later, and up until 1985, a small motorized tug-like boat was used to push the scow across while the cable guided it. In 1985, the existing vessel, the Lancaster, with a pilot's cabin and an engine on board, was placed in service. It carries two vehicles and has a load limit of eight tons. The cable, which rests on the river's bottom when the ferry is docked, deteriorates in two to three years and must be replaced regularly.

The ferry operates Monday through Saturday from 7 a.m. until 7 p.m. with Haynie and his co-operator Marvin Lee at the controls on separate shifts. Between 60 and 70 vehicles make the crossing each day, although it's busier on some summer days when tourists — who love the ferrying experience — come to, or stumble upon, the facility. Normally things are quiet. However, C. C. Burgess, superintendent at Brookvale AHQ near the ferry, did remember one startling exception — the day he received a call that "a car's overboard at the ferry." Actually a woman had driven up to the dock, opened the gate to the ferry, backed up her vehicle for a running start, and floor-boarded it into the river. She and the car were hauled out all right.

Two vehicles pull from the landing onto the ferry, and Harold Haynie, operator, who is ready to make a crossing whenever a motorist approaches, chocks the vehicle wheels before switching on the 333 cubic-inch Detroit diesel engine on the 44-foot ferry. As the boat begins its 10- to 12-minute glide across the Carrotoman, one motorist is already catching a nap. "That one sleeps every time," says Haynie, who has run the ferry for 16 years and worked on it for 25. He knows his customers well and does home repairs and little favors for many of them when he is off duty. He grew up on an inlet of the Rappahannock River and enjoys his job: "I like to be on the water every day, meeting people, talking, finding out about a lot of things."

The ferry, which was established in 1847, was placed under the Highway Department in 1932. The Merry Point has always been a cable-guided ferry, but until the modern era, the scow or barge was pulled



Photo by Tommy Saunders

Harold Haynie knows his passengers and loves the river.

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Jamestown-Scotland Ferry carried nearly a million vehicles in 2002



Photo by Tommy Saunders

Raymond Powell at the helm of the Williamsburg.

Pocahontas is also required to have an oiler, or a helper for the chief engineer.

One ferryboat runs from 8 p.m. to 5 a.m., then two ferries operate from 5 a.m. to 8 p.m. From Memorial Day weekend through the summer, a third boat runs from 1 p.m. to 10:30 p.m. Because of fueling and maintenance, a fourth boat must be kept ready to run.

Bucky Stewart has been working on the Jamestown-Scotland Ferry long enough to have seen it all. People have dropped their keys into the water, their cars have refused to start when time to disembark, and the ferry has run aground or run out of gas. But mostly it's been smooth sailing over the past 32 years that the watercraft operator has been with VDOT.

"I've been on the water since I got out of high school," Stewart said. "I just love it. You meet all kinds of people." Indeed, passengers from the King of Sweden to country music stars have crossed the James River in the shadow of historic Jamestown settlement. In 2002, the ferry carried nearly a million vehicles across the river (935,550). The average daily total for March of this year was 2,426 vehicles.

In addition to celebrities, hundreds of commuters on either side of the James River depend on the ferry to get them to work and back home again each day. They are rarely disappointed because the ferry schedule runs like a well-oiled machine with more than 80 VDOT employees keeping it running on time.

In all, 12 ferryboats have served on the Scotland-to-Jamestown run. Today, four ferryboats are in service-the Pocahontas, the Williamsburg, the Surry, and the Virginia. All but the Pocahontas are required by the Coast Guard to have a captain, chief engineer, a mate and two other deck hands. The larger



Photo by Tommy Saunders

Gary Parker is a deckhand on the Jamestown Ferry.

David Bauernschmidt is one such commuter. He lives in Williamsburg and works at Smithfield Foods Inc. "I take it five days a week," he said. "There's never an exception unless the ferry is down, and that rarely happens. It saves me a half hour by taking the ferry."

The ferry service began on Feb. 26, 1925, with Captain Alfred Jester piloting his privately owned Captain John Smith across the river. Captain Jester owned the ferry operation until 1945 when he sold it to the Department of Highways.

The 15-minute scenic crossing from Glass House Point at Jamestown to the landing at Scotland is the only 24-hour state-run ferry operation in Virginia. You can approach the ferry on the west bank of the James on Route 31 in Surry County or on the east bank in James City County on the same route. For more information, call **1-800-VA-FERRY (823-3779)** for a recording of arrival and departure





Photo by Tommy Saunders

The Pocahontas is one of four ferryboats providing passage across the James River from Scotland to Jamestown and back.

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Hatton Ferry is a historic rarity



The Hatton Ferry is just one of two poled ferries remaining in the United States. It ferries people and up to two cars across the James River.

was dedicated in 1973 with the help of Richard Thomas, star of the TV series "The Waltons." In 1986, nature struck again and a flood destroyed the wooden ferryboat. It was replaced-this time with a metal craft in use today.

In contrast to the impressive fleet of the Jamestown-Scotland Ferry service is another James River ferry farther upstream, VDOT's Hatton Ferry, where the river narrows so you can almost throw a rock across it. It is one of the last two remaining poled ferries in the United States, and can ferry no more than two cars across the river at a time. It operates from 9 a.m. to 5 p.m. mid-April through mid-October on Saturdays and Sundays only on Route 625 west of Scottsville.

Once used to deliver the mail across the James River, the ferry today is enjoyed by tourists and, not surprisingly, historians; the histories of five modes of travel commingle at the Hatton site-canal, river, ferry, railroad, and highway. A recent pleasant Sunday inspired 18 trips across the river between Nelson and Buckingham counties. The ferry doesn't follow a schedule; it travels on demand.

The first ferry trips began in the 1870s when a store, an Alleghany Railroad stop, and a post office were established by James A. Brown. In 1914, James B. Tindall purchased the properties and operated the ferry until 1940 when the Department of Highways acquired it.

Hurricane Agnes destroyed the ferry in 1972 and almost ended its service, but the public persuaded the state to build a new craft. It

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*VDOTers honored by Governor***Dula, Lee recognized for distinguished service**

Photo by Trevor Wrayton

Pictured before meeting the Governor are VDOT winners of the Governor's Awards and VDOT ambassadors for the awards ceremony. On the front row (from left) are Leslie Carpenter, ambassador, Harry Lee, award winner, Commissioner Philip Shucet, and Barry Dula, award winner. The second row pictures ambassadors Susan Shively, Leon Treutle, Eric Blankenship, Anita Falcone, and Alice Pool.

Dula receives Community Service Award

Barry Dula has made a difference of major proportions. The equipment repair manager in the Staunton District shop has poured his off-duty time and energy into the small community of Deerfield in western Augusta County for almost four decades. In May, Gov. Mark Warner recognized his contributions with the Governor's Award for community service and volunteerism.

Because Deerfield is many miles distant from medical care, libraries, schools, and other government services, volunteers are the lifeblood of this community. Dula might be considered the pump at the community's heart. A life-long resident of Deerfield, Dula is committed to the people there.

In 1964, Dula and several others worked hard to raise funds and organize the Deerfield Volunteer Fire Department and Rescue Squad. He has been president of the squad three times over the years, as well as treasurer, and has given innumerable hours as an emergency medical technician. For many years, he was only one of three people who kept the squad functioning.

When Deerfield's school was to be closed because of falling enrollments, Dula knew that the social center of the community was about to be taken away. So Dula helped lead a campaign to have the school building turned over by the school board to the community. He and his fellow citizens were successful. Then the hard work began. He and others spent long hours every week refurbishing the building, repairing the heating system, restoring the roof, and reconfiguring the interior for new uses. When they finished, Deerfield had its new community center. And the center had a library. Without that addition, the closest library would have been 40 miles away. These days, Dula continues to do maintenance on the facility.

It's hard to imagine how he found the time, but Dula also has been president and zone governor of the local Ruritan Club, done projects for shut-ins and disabled citizens, worked on the local ball field, held fundraisers for community projects, worked with youth, and taught Sunday School and served as a deacon for 30 years.



Photo by Michael L. White

Barry Dula with the Governor**Lee presented Career Achievement Award**

Harry Lee joined VDOT 46 years ago, right after high school. His intense interest in engineering and design not only promoted him to location and design engineer for Fredericksburg District, it also motivated him to bring innovations to VDOT that are benefiting many travelers on Virginia's highways. On May 7, Gov. Mark Warner presented Lee with the Career Achievement Award for his dedication to the transportation field.

Lee has had a role in nearly every major highway project in his district, including the original design of interstate there, the redesign of the interstate, and now a third cycle of improvements for it. He has worked on projects varying in cost from \$50,000 to \$130 million, including toll plazas, parking lots, salt retention ponds, and almost every arterial highway in the district. These challenges encouraged Lee to remain in the



Photo by Tommy Saunders

Harry Lee was behind the Cost Estimating System from inception to its recent implementation.

be employed there in the future. His hobbies include model railroading, reading about astrophysics and quantum mechanics, and building projects in his workshop at home. He also has a pilot's license and loves to work on cars.

A colleague offers a comment on Lee's work ethic, which sums up the reason for his success: "The uncanny thing about Harry Lee is that he is always willing to do things better, inviting change along the way. He never loses his composure, never takes things personally, and is always on an even keel — because he knows what he is after is the right thing to do."

same field for his full career. He says he feels "fortunate" to have found the right job early and to be challenged by it for his entire working life.

In addition to his highway engineering, he was cited for the initiative he took to set up the information technology section in the district and to serve as the only IT expert in the district for some time-after doing his other L&D duties. In the 1960s, he was the first in the department to use a computerized design approach on a project that went to construction. His staff also developed a cost-estimating system in the 1990s that was converted last year, with Lee's help, into VDOT's new state-wide system for obtaining accurate estimates for construction projects. VDOT's Research Council had searched for such a system in other DOTs, but they found it already basically in place in Fredericksburg District.

Lee has helped improve the VDOT image over the years by arranging hands-on tours in the Location and Design Section for almost 4,000 students. These tours have resulted in hundreds of thank-yous from students who wrote about how interesting they found VDOT's work and how they would like to

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What a life!

Claude Garver is retiring, but no need 'to get a life'

He's had an interesting one — growing up on a small farm, picking up road kill and following a motor grader with a pitchfork, flying in the military, and building and maintaining highways. Now, it's back to the family, the beach, and just maybe some farming and flying.

Life@VDOT

**Claude Garver
retires**

**JFK Tutoring
Program**

**Vallejo oversees
Civil Rights Division**

Claude Garver's desktop is clean save a few neat stacks of paper and his pen holder. His e-mail Inbox is empty. But it's not because he's getting ready for retirement; it's because that's the way he's always kept his office. He likes things nice and tidy. It's his way of making sure things get done.

In fact, Deputy Commissioner Claude D. Garver Jr., P.E., retires on Aug. 1, 2003, 40 years to the day that he joined VDOT in 1963 as a full-time employee.

"That's a little misleading because military service interrupted my time at VDOT, but you count that military time for retirement; that's just the way it is," Garver said.

Garver's father owned a small business and worked on his 50-acre farm after hours, providing modest means for the family. So Garver didn't think his family could afford to send him to college. Only after a high school math teacher encouraged him, did he take a test that led him to Virginia Tech.

"My parents drove me to Blacksburg and dropped me off with all I owned in a little bag in front of Burruss Hall, and then just drove away," Garver said. "It was quite a change for a fellow who had not spent but a little more than 15 minutes outside of Albemarle County before."

Back then joining the Corps of Cadets was not optional, so in 1963 he graduated with a B.S. in civil engineering and a commitment to join the U. S. Air Force.

During high school and college breaks, Garver worked as a summer employee for VDOT starting in 1957. One of his jobs was removing dead animals from the roadways, but most days were spent following a motor grader with a pitchfork, throwing debris out of the road, doing what is mostly done with machinery today.

He officially joined the "highway department" as an engineer trainee in August of 1963 with an assignment as an inspector to a construction project on Route 33 in the Harrisonburg Residency, which was convenient because he could live at home with his parents on their Albemarle County farm until he got married about a month later. During the following winter he did bridge inspections with another inspector.

"Back then it was the two of us crawling around up under every bridge. We had a form check list to follow that was a precursor to the inspection program we have today that is federally mandated."

In March 1964, he went on active duty as an Air Force pilot and was stationed in Georgia, Nevada, California and Michigan. He flew frequent missions to Southeast Asia during the Vietnam War but never experienced the dangers of being in the country.

Upon his return to Virginia, he completed the engineer trainee program and was soon promoted to assistant resident engineer in the Chesterfield Residency.

"In those days, you didn't apply for promotions, you just got called," Garver said. "I remember I was driving in a state assigned, un-air-conditioned, black Chevrolet when I got a call on the two-way radio (no cell phone then) and was told to call the chief engineer. I called and he told me he wanted me to be the resident engineer in Manassas starting on Monday, and this was a Wednesday or Thursday."

Garver spent five years in Manassas, and one of the many outstanding people he got to know there was Frank Gee, P.E., now chief engineer

**"It was quite a
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of operations.

"Frank was 22 or so at the time and had a full beard, but they told him of my military experience and that I would never put up with facial hair," Garver said. "The first time I met him he looked like he had shaved with a dull knife, and he had styptic pencil and toilet paper all over his face, which was tan except where the beard had been. I wanted to laugh when I saw him, but I stopped myself. Talk about first impressions or judging books by their covers, we all know about Frank's successful career at VDOT."

In 1979, Garver was promoted to district construction engineer in the Richmond District, and in 1982, he was transferred to the Construction Division in the Central Office.

"Working in the field was a good assignment," Garver said. "You had state transportation, and you were pretty much on your own. You worked long hours, but it was pretty much your own schedule, so when they moved me to the Central Office, I wondered what I had done wrong."

Garver became state construction engineer in 1985, and it was a good time to work in construction for VDOT, he remembers.

"Virginia added to its revenues for highway construction about this time, and the construction program was on a roll," he said. "People liked us, and thought it was wonderful to have all of that construction going on."

In 1989, Commissioner Ray Pethtel asked him to go to Northern Virginia as district administrator. "It was a wonderful experience. I truly enjoyed the people, the employees, the citizens, and the elected and appointed officials", said Garver.

Three years later, Garver returned to Richmond as the assistant commissioner for planning and programming. In 1993, he remarried after having been a bachelor for a decade.

"Nancy has three grown children, and I have two, and we have eight grandchildren between us, so we are quite a crowd at holidays, and it's a lot of fun."

Garver was soon named assistant commissioner for operations, a position he held for five years before being appointed deputy commissioner in 1999. He was reappointed to the position by Commissioner Philip Shucet.

Asked what had been the most important ingredient in his success at VDOT, Garver said, "I always found very capable people at work where I was sent. That was very fortunate for me. I trusted people to do their jobs and tried to let them have room to do their jobs. It was my intention to create an environment where they could blossom and do the best work they could do, and that's what seemed to happen."

Mal Kerley, chief engineer for program development, commented, "Claude listens to both sides of whatever concern is brought to him. He's easy to talk with. With his knowledge of the department and his knowledge of people in the department, he will give you guidance to make a decision that is your responsibility to make."

Commissioner Philip Shucet notes, "Claude's career, both in the field as well as in the Central Office, has served as a guidepost for all of us. His dedication to customer service is of the highest caliber. Claude really cares about people first. Not just because they work at VDOT, but because he has a genuine interest in them. Only a handful of leaders ever truly open up their hearts to others. Claude is among that handful."

But after 40 years, Garver is ready to do things he hasn't had a chance to do in recent years. His father is 90 and still lives on the Albemarle County farm where Garver grew up. His sister has been the caretaker there for the last two years, and Garver thinks it's his turn to be more helpful to them. He also hopes to spend more time with his wife, children and grandchildren.

"Nancy retired three years ago, but she is involved in church and Meals on Wheels and so many things in Richmond," Garver said. "We also bought a place at Emerald Isle, N.C., and she goes there just about every chance she gets. She loves the beach like nobody I've ever known."

Garver likes to play golf, but not if it takes all day, and he is toying with the idea of going back to flying. Mostly, however, he hopes to enjoy more time with his family.

"While I don't advocate leaving life to chance, I have been the luckiest person in the world. I have had a wonderfully supportive family - my VDOT family and my own personal family. I am indebted to you all for all these wonderful years."

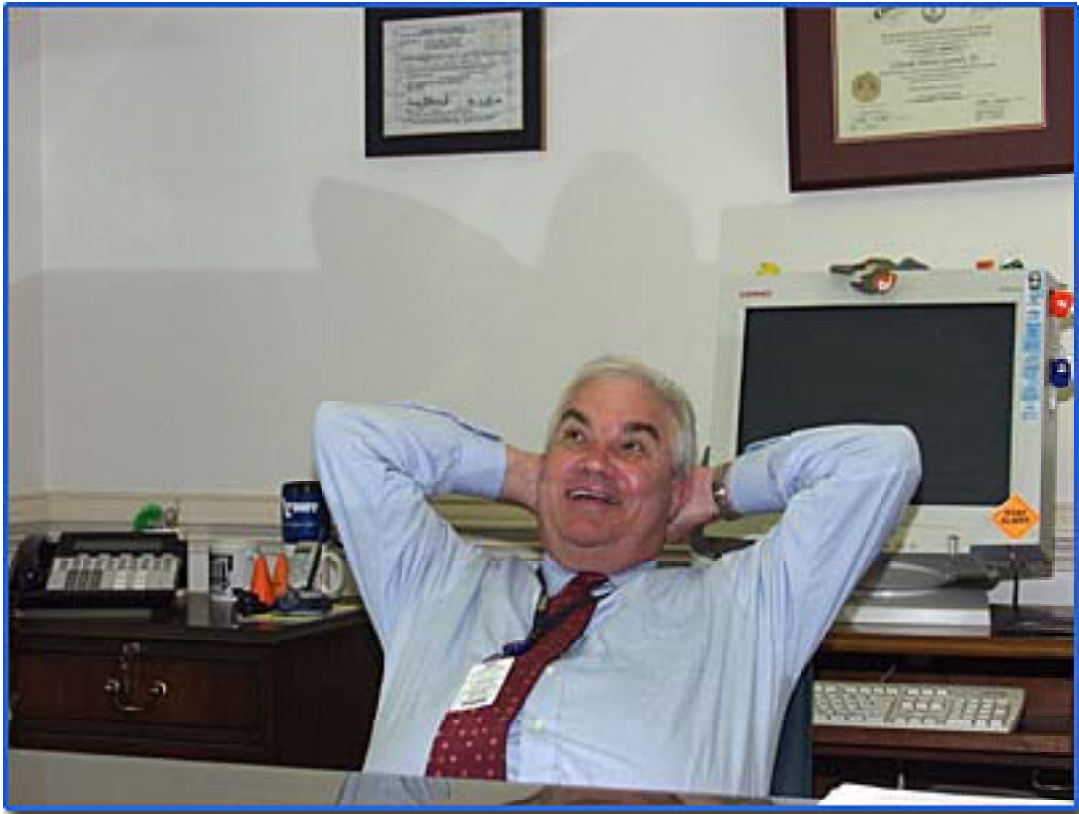
"People liked us, and thought it was wonderful to have all of that construction going on."

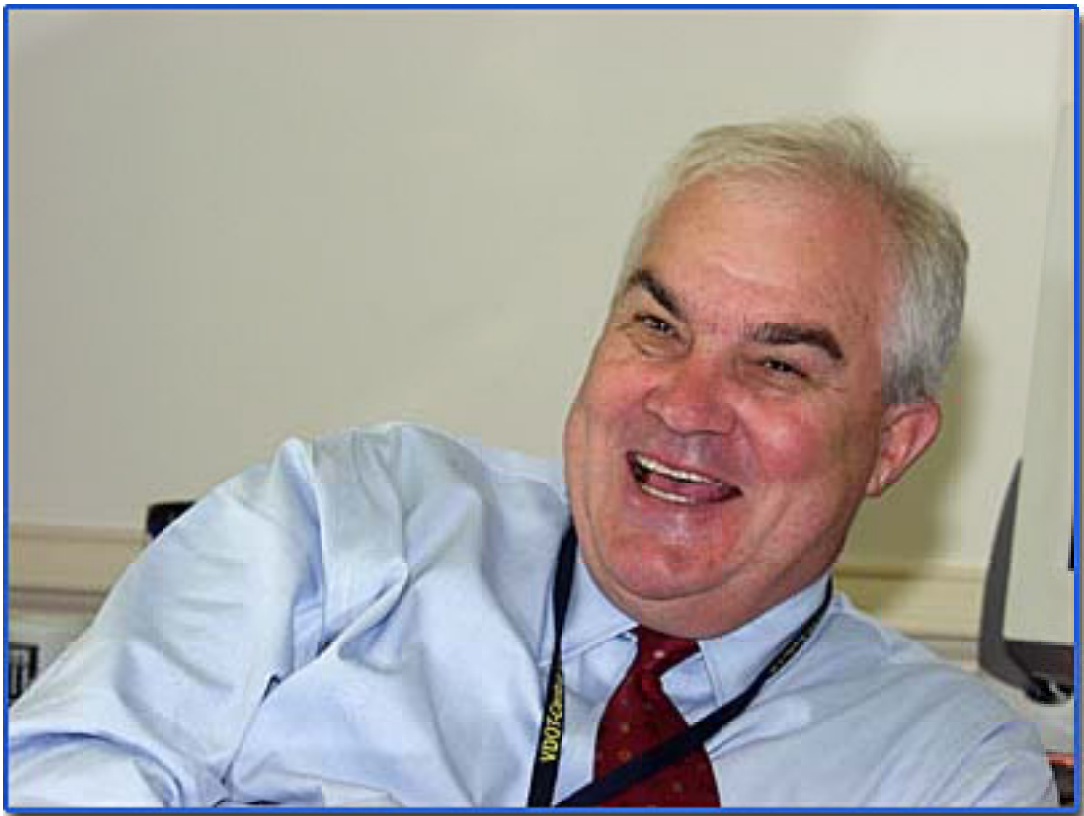
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Inner city Richmond school students struggle with SOL exams

Commissioner called for tutors; VDOT volunteers were ready

Life@VDOT

**Claude Garver
retires**

**JFK Tutoring
Program**

**Vallejo oversees
Civil Rights Division**



Photo by Al Covey

School's out for the day at JFK High School in Richmond's East End.

The majority of JFK's 750 students, he said, come from economically or domestically stressed homes, often in projects; 80 percent are on the subsidized school lunch program; many work after school, cutting heavily into their study time; and few have parents involved with the school. Consequently, Butts said, "We have students waving their hands saying, 'Help me, help me!'"



Photo Courtesy of JFK High School

**Bob Lanum (right), IT programmer,
explains the finer points of his subject.**

In February, Commissioner Philip Shucet encouraged employees from the Central Office to help with the PASS program at JFK, and about 70 VDOTers volunteered, a response that program coordinator Dan Saverline called "extraordinary." At the introductory meeting, Butts told volunteers that one small act by a tutor or a mentor, perhaps just a word of encouragement, could make a difference in their academic success.

John F. Kennedy High

is located in Richmond's East End, backed up to I-64 near the Mechanicsville Turnpike and about 10 minutes from VDOT's Central Office. It's not a blue-ribbon school, it's not in a neighborhood feeding it the best-prepared students, and it's not meeting all the state's standards. But it is a school with heart.

"Our motto is," stated JFK Principal Frank Butts, "In spite of!"

Butts-objective but impassioned and hopeful-presented academic and social perspectives on his school to VDOT volunteers preparing to enter his school in March as tutors, mentors, and other assistants.

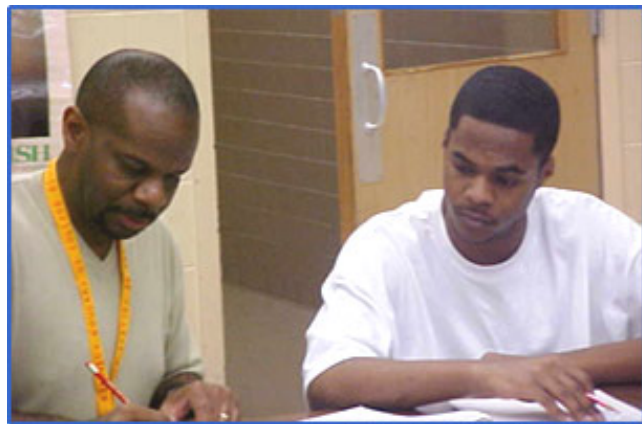


Photo courtesy of JFK High School

**VDOT's Raymond Partridge (left), PPTA
engineer-manager, gives
one-on-one coaching in algebra I.**

"Partnership for Achieving Successful Schools"-which was established by Gov. Mark Warner. Within PASS, businesses and other organizations form partnerships with schools to increase academic performance. Earlier this year, JFK and VDOT became partners.

For tutors, the challenge is the reward



Photo by Trevor Wrayton

Almeater Alston (right), VDOT systems analyst, prepares JFK students for the challenge of SOL exams.

That possibility was confirmed by Vallarie Douglas, senior programmer in the Location and Design Division, who stood at the meeting to say that her daughter, a graduate of JFK, had been fortunate to receive tutoring. After high school she continued her education and is now a chemical engineer with Proctor and Gamble. Douglas added, "If it weren't for people like you in this room, she would not be where she is today."

VDOT's PASS program is expected to continue next year. Along with tutors, PASS will need mentors who do not necessarily tutor but who help students with social skills and serve as role models. In addition, VDOT employees who would allow students to "shadow" them at their work will be welcomed. For more information, contact Dan Saverline in the Human Resources Division.



Photo by Al Covey

The Richmond City School Board presented certificates of appreciation May 19 to VDOT employees who have tutored John F. Kennedy High School students in preparation for the SOL exams. Representing VDOT were (first row, left to right) Connie Sorrell, VDOT's chief of policy and organizational development; Dan Saverline, VDOT's PASS project coordinator; and VDOT tutors Almeater Alston, Garland Coleman, Bob Lanum, Darlette Meekins, Raymond Partridge, Marcita Wade, and Gary Xie. John F. Kennedy High School Principal Frank Butts is at right. Standing in the second row are (left) Dr. Deborah Jewell-Sherman, superintendent, Richmond City School System; and Dr. Larry A. Olanrewaju, chairman, Richmond City School Board.

Only a few precious weeks of tutoring were afforded the VDOT tutors, so they pitched right in. The tutors locked into service with intensity. They prepared their lessons and entered into uncertain situations, tutoring in math, science, English, and world history. Some tutored twice per week, some weekly, and others biweekly.

Brenda Taylor, a production control supervisor in Information Technology, tutored in English. She said, "I thoroughly enjoyed it. The student appreciated it. I showed him a different way to look at the SOL. He was looking for a quick way to answer the questions and was missing the point of the question. He began considering what the question was asking rather than putting his own interpretation on it."

Another tutor, Raymond Partridge, PPTA engineer-manager in the Innovative Project Delivery Division, had tutored in other programs. Those experiences and tutoring with VDOT this time (in algebra) caused him to observe, "Something causes students to be underachievers. Very rarely is it because they need special education. They need to trust you. They break through a barrier so that learning becomes fun. When you're equipped with a tool to learn, it becomes joyful. It's a pleasure."

Lisa Hawkins, information technology analyst in the Location and Design Division, graduated from JFK in 1987. It was a troubled time in her life, and only her teachers' "feet in my backside" enabled her to finish school. She also is a veteran tutor, often being assigned students considered to be at high risk academically and socially. "You have to have a certain background to talk with kids who have severe social challenges," Hawkins says. "They're not dumb. It's all about social issues."

Diane Mitchell, assistant state transportation planning engineer, comments, "Tutoring has been something that I have wanted to do for a long time, but I never seemed to find the time to figure out how to get involved. I appreciate VDOT affording me this opportunity to achieve one of my personal goals."

How did the school feel about it? Principal Butts, said that VDOT employees had "sacrificed their time" and had "made a significant impact on our preparation for SOL testing." Charlotte Riddick, JFK faculty member who serves as on-campus coordinator of the PASS program, agrees: "It went exceptionally well. I got a lot of good feedback from teachers and students. Students were glad to get the extra help. It was a very good venture!" VDOT's Saverline states: "My feedback is that the school is very pleased with the academic assistance delivered. Definitely, VDOT responded true to their values."

Life@VDOT

Claude Garver
retiresJFK Tutoring
ProgramVallejo oversees
Civil Rights Division

Amanda Vallejo: a life betwixt policy-making and contemplation

New director of civil rights says division's programs are broader than its old name implies



Photo by Al Covey

Amanda Vallejo relishes life inside and outside the office. Her dog "Chinook" enjoys the journey also.

Amanda Vallejo's life surges between action and reflection, between the yin and the yang.

The new director of VDOT's Civil Rights Division is an East Coast-West Coast dweller-born, educated, and first employed in New York City but with jobs the past 16 years in California and Oregon. Vallejo plows through the tedious titles, acts, and programs of civil rights-yet she is motivated by "the wonder and beauty in all things." She tells students her favorite career tip is "carpe diem"-while the best advice she's ever received is "the wait-24-hour rule of decision making." And the contrasts continue.

Vallejo, the first top VDOT manager of Hispanic descent, is a vibrant personality who enjoys music, good conversation, and vacations in sunny climes; she also is a sober-minded policy maker who wants to build a "nationally recognized civil rights program" in the transportation field. She has earlier experience for that as director of the Office of Civil Rights at the Oregon DOT, as well as at other posts. She has a platform for her aspiration through the American Association of state Highway and Transportation Officials (AASHTO) Committee on Civil

Rights, which she chairs. "This is where a lot of civil rights issues of national importance are addressed," she says.

Her first move since coming to VDOT this spring is a practical one. Vallejo wants employees, and their customers, to know that her office is about more than just equal employment issues. "We have a much more diverse group of programs," she explains. Consequently, she asked that the Equal Opportunity Office at VDOT be renamed the Civil Rights Division. "In studying other states and the FHWA preferred model, we decided the name change would better fit our core competencies."

VDOTer
in Profile:

Programs familiar to most employees include the Equal Employment Opportunity program, the Diverse Workforce Initiative, and the Americans with Disabilities Act (which monitors VDOT facilities for accessibility).

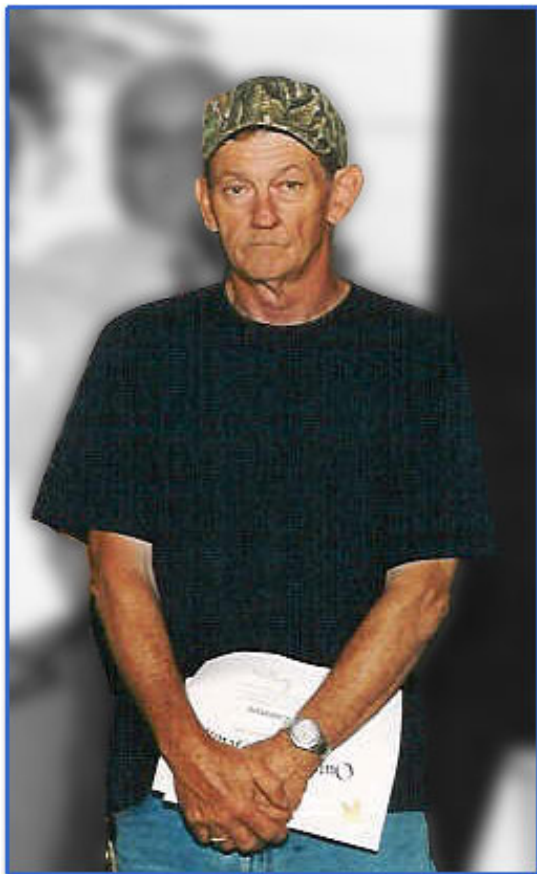
Others perhaps not as well known serve VDOT customers and contractors. They include programs to: ensure equal access to all VDOT services; give attention to customers with limited English proficiency; provide "environmental justice" in VDOT's planning and construction programs; monitor contractor workforces for equal employment opportunities; survey contractors' training programs for employment fairness; assist disadvantaged enterprises in awards of VDOT contracts; and offer technical assistance to small businesses doing business with VDOT.

Some of these programs are under development; others are established; and Vallejo asks employees and customers to "stay tuned for more to come from our division."

While these programs are developing, don't be surprised if you see Vallejo taking long walks and playing with her dog or hear her discussing her favorite book, Letters to a Young Poet. But be assured. She soon will be back in her office, working to make sure everyone gets a fair civil rights shake.

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VDOT Worker Killed in Work Zone



James Richard Cameron

VDOT has lost another member of the family.

James Richard Cameron died May 9 trying to make the roads a little safer for his fellow citizens. Cameron, 58, a specialty team member with the Northern Virginia District bridge maintenance unit, was killed in a work zone on the Route 236 bridge over I-395. Two vehicles collided on the bridge before one of them crossed into the work zone and struck Cameron.

Cameron leaves behind his wife, Betty, of Front Royal, and two sons. He had been with VDOT for 13 years, and coworkers took his loss hard. "The Bridge Maintenance Section and many others are just devastated. He will be greatly missed by everyone," Norma Settle, fiscal assistant in the bridge maintenance unit, said.

Tom Colvin, bridge operations manager, added, "Most of the team knew James off work as well as on, so this is more like losing a family member. I will remember him as our 'MacGyver.' He was always inventing things and coming up with ways to improve the way we do business. He will be sorely missed."

Citizens also stopped to acknowledge Cameron's death. A Warrenton resident wrote, "I wish to express to you and to all the VDOT workers and crews today my extreme sympathy....If I or my family can do anything to help this worker's family please let me know. This is a tragic and senseless accident and I hope that you and your crews know how much we value your service to this community."

Commissioner Philip Shucet stated in his "400-day report" that Cameron's death "overshadows all the good of the past 100 days." He added, "There just aren't any good deeds that make up for the loss of an employee through such tragic circumstances."

The Commissioner added, "In addition to your daily attention to safety, for the next 100 days, I'm asking you to make a special effort to reinforce work zone safety. I know we just came out of Work Zone Safety Week, but a week isn't enough."

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Flooding widespread; crews rescue one in Richmond

Weeks of rain pushed water levels in creeks and low-lying streams up over 100 secondary roads across Virginia. Here's how some roads looked in Richmond District's Petersburg Residency within the boundaries of Church Road Area Headquarters:



While closing a road in Nottoway County, a Nottoway Area Headquarter crew heard a man shouting for help. He was clinging to a tree after the car he was riding in was swept downstream and another passenger in it was drowned. The crew called for a rescue squad and stayed with the man until help arrived. Crew members were [Curtis Shepherd](#), [Todd Lavelle](#), [Jim Ray Gregg](#), and [Nathan Stallings](#).

Springfield Interchange reaches half-way point



Photo by Trevor Wrayton

Congestion management keeps traffic to a minimum while the interchange is under construction.

The Springfield Interchange Improvement Project, designed to improve safety and ease congestion at one of the busiest interchanges on the East Coast, is now halfway complete and remains on schedule for completion in 2007. Congestion management efforts during the construction project have helped more than 6,000 commuters try new commuting modes such as ridesharing, transit and teleworking.

Chen receives General Traffic Safety Award

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Chung Chen, whose research has helped prevent hundreds of highway crashes, has been honored by Gov. Mark Warner with the Governor's Transportation Safety Award. Chen, an engineer senior in the Mobility Management Division, received the General Traffic Safety Award at the annual Transportation Safety Board meeting on May 13.

Chen's research recommendations on rumble strips have been adopted by transportation departments across the nation. Engineers estimate that the implementation of Chen's recommendations has prevented 1,200 crashes, 55 fatalities, and 1,100 injuries over three years in Virginia alone. A federal agency estimates they have prevented as many as 1,600 fatalities nationwide.

Bruce Wingo (left) and Ralph Davis (right) present the Governor's Transportation Safety Award to VDOT engineer Chung Chen. Wingo is chairman of the Virginia Transportation Safety Board, and Davis is deputy secretary of transportation.



Photo by Trevor Wrayton

Innovative bridge construction earns national recognition

VDOT's proposals to use innovative ways to build stronger and longer-lasting bridges have resulted in a \$1 million funding award by the Federal Highway Administration (FHWA).

VDOT submitted proposals for innovative construction on three bridges. Those proposals competed with others from across the nation in the FHWA's Innovative Bridge Research and Construction Program.

The FHWA competition is open to state transportation departments that are conducting trials of new technologies, products, and materials. In this year's competition, 57 projects were funded across the nation. Virginia was the only entrant to have as many as three proposals chosen and will receive a larger amount of funding than any other state. The proposals were produced by a collaboration of VDOT's Structure and Bridge Division, VDOT's Transportation Research Council at the University of Virginia, and Virginia Tech's Center for Bridge Engineering.

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Woodrow Wilson Bridge to have one of first transparent sound walls in U.S.

The volume will be turned down on traffic traveling the new Woodrow Wilson Bridge with the erection of an innovative see-through sound barrier on the new bridge.

Installing one of the first transparent highway noise barriers in the U.S., VDOT will extend the barrier 1,550 feet on to the bridge to protect the historic Old Town Alexandria. The see-through barrier will be made of a transparent acrylic material called Paraglas that is one-half-inch thick, and will significantly reduce decibel levels in adjacent neighborhoods. The material is protected from UV rays to prevent yellowing, and it is also graffiti-resistant and easily cleaned.



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Video team wins "Telly" Award



VDOT's Public Affairs video team has won a national award for documenting one of the most significant archaeological finds in Virginia history. The "Telly" Award was presented for their production of "Discovering the First Virginians," a video of a native-American quarry site in Culpeper County estimated to be 11,500 years old. The site was discovered in 1999 during a routine cultural resources study in conjunction with the expansion of Route 3.

The Telly Award recognizes the best productions of non-network and cable television entities. The program typically receives more than 10,000 entries each year. Winners in recent competitions have included The History Channel, National Geographic Channel, Coca-Cola and Time-Warner.



Photo by Tommy Saunders

Serving on the video team were Rob Monroe, director; Lennie Tierney, section chief; Jack Beilhart, videographer; and Liz Liverman, graphics designer.

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Dismal Swamp wetlands donated to VDGIF

On May 1, VDOT turned over a deed to the Virginia Department of Game and Inland Fisheries (DGIF) for approximately 750 acres of land adjacent to the Great Dismal Swamp. The transfer of wetlands was part of a mitigation package for the Route 17 construction project, which will widen the road for increasing traffic heading to North Carolina and the Outer Banks.

Turtle tunnels and bear boardwalks are among VDOT's innovative measures to lessen wildlife disturbances. VDOT will install six or more 72-inch pipes for wildlife passages under the busy stretch of road. To accommodate larger wildlife including deer, bears and bobcats, the agency will install a wooden walkway under a new bridge. VDOT also is constructing a mile-long 10-foot fence on either side of the road to direct wildlife to the crossings.

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Scenic road maps at rest areas in early June

Just in time for the summer travel season, VDOT is distributing "A Map of Scenic Roads in Virginia" so visitors can opt for scenery over six lanes, bucolic vistas over billboards, and tranquility over traffic.

The map will be available at all Welcome Centers and rest areas across the state by early June. An online clickable version of the map will also be made available on VirginiaDOT.org.

Currently, there are about 2,500 miles of roads designated as Virginia Byways and this map highlights these roads (900 more than the last reprint of the map in 1998). The program recognizes corridors containing aesthetic or cultural value near areas of historical, natural or recreational significance.

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Fredericksburg Rest Area welcomes historic signs



Photo by Tommy Saunders



Photo by Trevor Wrayton

VDOT's Jeff Southard (right), chief of planning and the environment and Jack McCambridge (second from right), Hampton Roads District environmental manager, present the deed for 758 acres to Charles McDaniel (center), DGIF board chairman and Bill Woodfin, DGIF director.

Three panels with historical data about George Washington were recently given to the George Washington Fredericksburg Foundation by the National Park Service. Subsequently, the foundation approached VDOT about installing the three panels at the Fredericksburg Welcome Center on I-95 south.

A VDOT team worked with the foundation to install the panels in an outside forum convenient and attractive for viewers while safe and efficient for pedestrians and motorists. During the planning, a fourth panel relating Washington's life to Fredericksburg and Westmoreland County was manufactured. The original three were used at the Washington Monument in Washington, D.C., during recently completed renovations there.

Once the site was chosen, VDOT provided grading and a concrete pad for the panels. After the panels were installed, VDOT wired the exhibit for nighttime illumination and landscaped the site to blend with the surrounding grounds.

Panels with historical data about George Washington are welcomed to the Fredericksburg rest area and visitors center by (from left) Cynthia Ward, manager of VDOT’s special operations; Vernon Edenfield, president, George Washington Fredericksburg Foundation; Bill Beck, mayor of Fredericksburg; and Vidal Martinez, superintendent of the Washington Birthplace National Monument.

intersection of Routes 10 and 31, the center of Surry's town square. The intersection sees almost all of the traffic heading to and from the Jamestown-Scotland ferry. With the Jamestown 2007 celebration right around the corner, the light comes just in time.

Surry gets first stoplight

Hard to believe, but Surry County in early 2004 will receive its first stoplight. The new-fangled device will be installed at the

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What's new on the Web?

Slugging, Zipping, and Playing Guitar Virginians Are On the Move in New Ways

If you ever wondered how others commute to work, you won't want to miss this new series on ["How Virginians Move"](#). New commuting modes such as "slugging" and "zipping" are presented from a commuter's view point. The series also features a commuting guitarist, a [Jamestown-Scotland Ferry](#) rider, and many others.

Six-Year Improvement Program Project Listings Now Available

The Department's Information Technology division has been busy with the release of a new Tentative Six-Year Improvement Program Web site at <http://syip.virginiadot.org>. The program is a blueprint to distribute \$7.2 billion of funds for highway construction projects, public transit and rail throughout the Commonwealth through fiscal year 2009.

Want to Get Off the Beaten Path this Summer?

With summer coming, why not take a road seldom taken! Plan your road trips around Virginia's Scenic Byways, which promises something for everyone: Civil War tours, plantation homes, wineries and more. You won't want to venture off the beaten path without a new Scenic Byway map -- available for ordering online come June 15.

VDOT and the Environment

VDOT's numerous [environmental programs](#) ensure the future of the Commonwealth's natural and historic resources. The site's collection on the environment now includes [the Wetlands program](#); a news release on [VDOT's donation of wetlands](#) to the Department of Game and Inland Fisheries; and two new noise barrier stories in the [Richmond](#) and [Northern Virginia](#) districts.

Hot Off the Press

Get the latest "Story To Go" by visiting the [VDOT News Center](#).

District Pages Provide Local Information

The district pages on the Web now have an updated look. In addition to new maps, users now have at their fingertips enhanced navigation to quickly jump from region to region; the latest headlines for late-breaking news; as well as links to traffic, travel, and project information. To peruse headlines across the state, go to <http://VirginiaDOT.org>, and then click a region under "VDOT Near You".

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Leadership Challenge

Don't do as I did - do as I say!

By [Claude Garver](#)

Public speaking has been one of the challenging aspects of my career. And I mean challenging in the difficult sense of the word. As a small child, my mom made me participate in Christmas pageants and I hated getting up on stage. So, early on it became clear to me that if you couldn't communicate your ideas and opinions, you were limited.

Since I've been at VDOT, I have seen so many situations where a presentation had to be made on a controversial topic and sometimes it went well and other times it didn't. It almost always came down to the confidence and preparation of the speaker. One time I was with an engineer who was speaking to a group about placement of traffic controls. After the presentation was finished, a man in the audience stood up and said, "I'm not a violent person, but Mr., I'd like to kick your (backside). You aren't telling us what we want to hear." All during the talk the engineer covered the engineering principles involved very carefully and correctly, but he failed to develop a positive or caring relationship with his audience.

I'm sure many already know this, but the key to being a comfortable and effective public speaker is to practice. No matter how many books you read or how much you think about speaking, it doesn't help until you get in front of an audience. It took me too many years to figure that out, and I wonder about all the missed opportunities.

I was self-conscious about public speaking even in my early years in the Air Force. In training, we were required to taxi the airplane to the edge of the runway and announce "canopy down and locked, light out" before we could enter the runway for takeoff. Being a Virginia country boy, I said "out" a little differently, and the guys in the tower seemed to enjoy giving me a hard time about my accent, making me even more self-conscious about speaking in public.

After I realized that public speaking is such a big part of being a successful VDOT manager, I took a Dale Carnegie class, at my expense, which helped give me some basis information about public speaking. A bit later I joined a Toastmasters group here in Richmond that really began a learning process. Both were valuable because they provided a supportive environment where one could grow as a public speaker. Unfortunately, I did not continue these excellent first steps toward gaining these important skills.

I know not everybody is ready to jump into a speaking situation, but you all can do these three things:

1. Make quality communications a priority. For instance, don't e-mail if you're communicating anything that is the least bit controversial. I'm one of those who too often have let e-mail dictate how I communicate. It's rare that I get up and go see people. If I could give one piece of advice, it would be to start talking to people. Body language is important.
2. Assess your personal strengths and weaknesses when it comes to public speaking. Ask yourself whether you'll go after or shy away from the next opportunity to speak. After you speak, ask yourself how the audience responded. Did you feel appreciation or something less?
3. Think about the impact of public speaking on your career goals. What will the opportunity costs be if you don't make the effort to speak in public? Think about it this way: If your goal is to win the lottery, then in order to move closer to that goal, you have to buy a lottery ticket. If your goal in life is to be the commissioner of VDOT, then you better practice speaking in front of an audience.

When I think about the work I have done in my career, I can't think of many better feelings than those when I knew I really came across well to a group - where they understood the issue and came away feeling like their listening time was well spent. In most VDOT jobs, you will be faced with a controversial issue now and again. If you are prepared with answers and prepared to speak, you'll be successful.

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Point of View

Leadership Challenge

50 Years Ago

[Answer File](#)

Humor

50 Years Ago

A brand-new Chesterfield Residency

The news columns of the June 1953 Bulletin reported:

"A new residency for Chesterfield and Powhatan counties, to be known as the Chesterfield Residency, has been established in the Richmond District. C. F. Kellam, resident engineer at Petersburg, is in charge of the new office, which will be located at State Police Headquarters near Midlothian until an office can be built. Succeeding him at Petersburg is F. E. Campodonico, who was assistant resident engineer there.

"Chesterfield County was formerly in the Petersburg Residency, and Powhatan in the Amelia Residency. The Petersburg Residency now covers Prince George and Dinwiddie counties, and the Amelia Residency consists of Nottoway, Amelia, and Lunenburg counties. Lunenburg was formerly in the South Hill Residency, which now is made up of Brunswick and Mecklenburg counties.

"Two other residency changes have been made. Hampton, Warwick and Newport News have been placed under the Suffolk Residency of W. S. Griffin Jr., and James City and York counties have been added to the Waverly Residency, headed by M. T. Thurston. This realignment was made because Hampton and Warwick, formerly counties, have become cities and now are responsible for their own highway maintenance. As a result, the Newport News Residency, which included James City and York counties, is no longer necessary."

[^ top](#)[Point of View](#)[Leadership Challenge](#)[50 Years Ago](#)[Answer File](#)[Humor](#)



ANSWER FILE:



Question:

How many average-sized cars can a [Jamestown-Scotland](#) ferryboat carry in one trip across the James?



Answer:

Depends on which ferryboat:

- The Pocahontas (commissioned in 1995) can carry 70.
- The Surry (1979) and the Williamsburg (1983) are designed for 50 cars each
- The Virginia (1936) has a capacity for 28 cars.

Point of View

Leadership Challenge

50 Years Ago

Answer File

Humor

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Humor

(It's always close to the center-line — the heart — of VDOT)



Once upon a time, an assistant resident engineer in the Leesburg Residency wanted to "fit into the community." He had heard about "the hunt" and wanted to find out more about it. So one fine day he drove to Loudoun County to find out more about this community event, and to take pictures-if he could find "the hunt." He did, and as the hunt proceeded, he raced his car ahead to the next road to take pictures of the hunters jumping fences.

As he sped down the road, a fox ran in front of the car and—tragedy of tragedies—he hit and killed it! He continued down the road, turned around, and came back to the scene, where all the hunters, dogs, and horses were in the middle of the road looking down at

the fox. The assistant RE stopped and asked what happened. The master of the hunt responded, "We were having a great hunt until some #%\$@*&## ran over the fox!" The assistant RE said, "Oh! I hope you find the #%\$@*&##." He then drove off, thinking, "I don't believe I'll visit this part of the county for a while."



— a story that [Jack Hodge](#), former chief engineer, told about himself on numerous occasions

Point of View

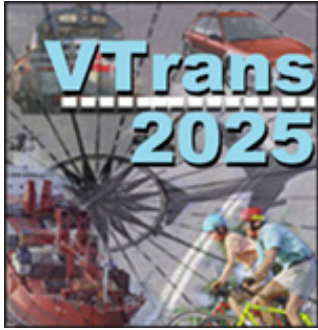
Leadership Challenge

50 Years Ago

Answer File

Humor

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VTrans 2025

A truly multi-modal plan is on Virginia's drawing board

Virginia Secretary of Transportation Whitt Clement is a strong advocate for developing a true multi-modal transportation system. In fact, when he leaves state government service, he wants his legacy to be a statewide plan that places top priority on connecting different modes of travel

To achieve such interconnectedness, Clement is directing transportation planners - in rail, ports, aviation, and roads - to do what has never done before - incorporate all of the Commonwealth's transportation assets, not just highways, into one comprehensive transportation plan.

Called VTrans2025, the plan will be the culmination of a 4-year effort to depict transportation 20 years in the future. Ultimately, it will identify and set priorities for large-scale multi-modal projects across Virginia. Already, much work has been accomplished in just the coordination between VDOT, the Department of Rail and Public Transportation, the Department of Aviation and the Virginia Port Authority.

"The level of inter-agency cooperation marks an unparalleled effort to ensure all transportation agencies play an equal role in the development of a statewide plan," said Sec. Clement. "[One] that connects all modes of travel including trains, planes, automobiles, ships, and bicycles. And I assure you pedestrians will not be neglected."

Over the next 18 months, stakeholders and citizens from across Virginia will be asked to help shape their vision of transportation 22 years into the future.

Phase One of the planning effort began in 2001 with discussion groups across the state who focused on identifying major transportation needs and planning for interagency coordination.

In Phase Two, ending in December 2003, planners intend to complete a status report on the existing transportation system and an assessment of the various transportation modes. They also will be molding policies affecting all the transportation modes.

Phase three, ending in July 2005, will produce an inventory and priority listing of multimodal needs as well as an assessment of intermodal connectivity and accessibility.

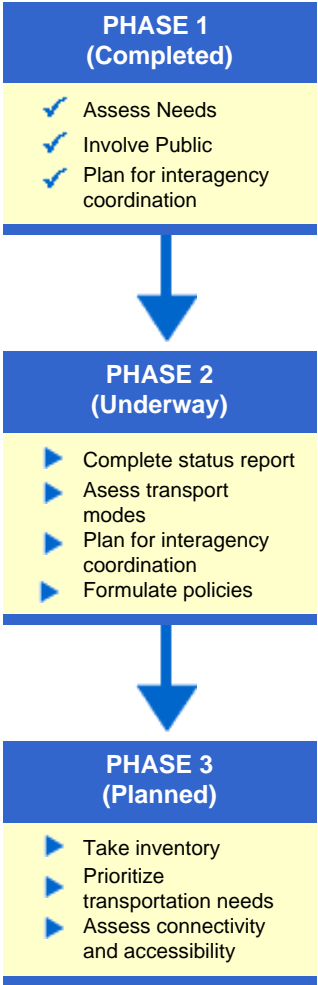
For more information, see www.VTrans.org.

Taking Care of Business

VTrans2025 is on Virginia's drawing board

Tech-Bytes:
Tell it to MOR

Bridge Replacement on I-64 is all Green!



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Tech-Bytes

See a better way to get the job done?
Tell the Maintenance Operations Research program



Al Covey/VDOT

Mike Hall heads the Maintenance Operations Research division, which champions ideas put forth by folks in the field.

effort is VDOT's Research Council. Dan Roosevelt, research scientist at the council, manages the testing and the evaluation of ideas. The benefit of the MOR, according to Roosevelt, is that "it involves field maintenance units in research that directly addresses their concerns, and it documents the results. That allows the results to be transferred to others without repeating the experiments over and over."



Tommy Saunders/VDOT

Some ideas considered by MOR come from VDOT's Ideas At Work program, which relies on the MOR program to thoroughly review them. Hall encourages employees to continue sending ideas to MOR or to Ideas at Work because the two program coordinators will communicate those ideas to each other.

An example of this sharing is an idea currently in testing came from Jerry Canard, superintendent of the Gainesville AHQ in the Northern Virginia District. Canard suggested that variable message signs could be set up more safely and quickly if they had electric jack stands fitted into the tongues of the message sign trailers. He noted that signs must often be set up quickly on uneven surfaces along highway shoulders, and in those situations, the front end of the trailer is too low for the operator to use manual jacks built into the trailer.

Taking the trailer off of its towing hitch means heavy lifting for a lone operator and the subsequent leveling of the trailer is a cumbersome process. "Often this operation occurs in high-speed, high-traffic locations where our focus should be on operator and traffic safety, not manhandling a cumbersome trailer," Canard comments. An electric jack, using power from the solar boards of the sign, appears to provide for a safer operation and more timely messages for motorists.

Another idea considered for testing is a mobile truck washing system, Hall says. It's a collapsible and portable platform large enough to hold one vehicle that is being washed with a power hose attached to the system. Walls around the platform keep the water from splashing out, and seams in the platform allow the water to drain back into the system's container where

Taking Care of Business

VTrans2025 is on Virginia's drawing board

Tech-Bytes: Tell it to MOR

Bridge Replacement on I-64 is all Green!



Photo by Ed Deasy

Putting great ideas to the test: Dan Roosevelt with VTRC.

Jerry Canard (above) devised an electric jack used to quickly and safely display changeable message signs. The jack, which is powered by solar panels from the message board, is currently being evaluated by MOR.

it is cleaned and recycled and used again on the next vehicle. Salt washed off of vehicles is contained and not released onto the ground at area headquarters. The cost of the system, Hall notes, is about one half of the cost of building one wash bay in a maintenance shop and the system can be moved from one area



Do you have ideas? Send them to Mike Hall, Assets Management Division, Central Office, or e-mail him at Mike.Hall@VirginiaDOT.org.

[Click to see a great idea in action \(MPG, 3 MB, 1:00\)](#)

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The DASHBOARD SHOWS: Bridge Replacement on I-64 All GREEN...

Project:

Total replacement of east- and west-bound bridges over the Jackson River on I-64 in Allegheny County along with two miles of grading.

Current Contract Amount:

\$11,491,189 (original award amount \$11,328,193)

Completion Date:

Sept. 1, 2004 (project is 1% behind schedule)

Contractor:

Branch Highways Inc.

Taking Care of Business

**VTrans2025 is
on Virginia's
drawing board**

**Tech-Bytes:
Tell it to MOR**

**Bridge Replacement
on I-64 is all Green!**



The I-64 bridge replacement team includes Glen Craft, consultant inspector, Wayne Hall, Branch Highways Inc., Perry Clark, consultant inspector, Chester Curley, Branch Highways Inc., and Brenda Smith, VDOT inspector. Not pictured are Johnny Camden, VDOT inspector, and Greg Suttle, Branch Highways Inc.

What's Working?

"The job has gone fairly well, and one reason is that prior to the start of construction Branch (Highways Inc.) and VDOT met several times to think through the project and to identify the 'what if's' and determine how to handle them," says Mike Henry, project manager.

He explains that I-64 is the only main east-west highway in this region of Virginia. So the contractor and VDOT team needed to plan well for traffic management. "We headed off some potential issues that saved us time and money," Henry adds. They continued to meet at least monthly to discuss the status of the project and any problems on the horizon.

"We have a good relationship with the contractor, and Branch has handled the project in a very professional manner....We also have a good project team, with members that complement each other."

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Names in the News

Pelnik leads Innovative Project Division



Thomas W. Pelnik III, P.E.

Thomas W. Pelnik III, P.E., has been named director of the Innovative Project Delivery Division, which was created as part of the recent reorganization of the Central Office. Pelnik had been serving as VDOT's geotechnical program manager.

Managing non-traditional contracting for highway construction will be Pelnik's new focus. Such contracting includes "design-build" projects in which a single private firm is responsible for every phase of a project's design and construction, rather than several firms. Public-Private Transportation Act contracts will be managed in the new division as well, and Pelnik also will have opportunities to introduce new concepts in highway construction contracting.

Pelnik joined VDOT as a geotechnical engineer in 2000 and became geotechnical program manager in 2001. Earlier he worked for engineering consultants in Richmond and Boston. He holds a bachelor's degree in civil engineering from Worcester Polytechnic Institute and a master's degree in civil engineering from the University of Rhode Island.

VDOT People

Names in the News

Pelnik leads Innovative Project Division

Lineberry is Luray resident engineer

Living our Values

All in the Family

Lineberry is Luray resident engineer

Jeff Lineberry has been named Luray resident engineer. He has served as assistant resident engineer at Harrisonburg Residency since 1988, managing construction programs and maintenance contracts while there.

Lineberry began his career as inspector trainee on an hourly basis from June 1986 through April 1987 in Christiansburg Residency. He also worked as a construction inspector there before becoming an engineer trainee in 1987 in the Fredericksburg District.

He is a graduate of Virginia Tech with a bachelor's degree in civil engineering. He has completed VDOT's Leadership and Development Programs and is a certified coach for leadership and customer service courses. He received the Staunton District Award of Excellence in 2000.



Jeff Lineberry

In Structure and Bridge Division

Walus is assistant director

Kendal "Ken" R. Walus, P.E., has been named assistant director of the Structure and Bridge Division. In that new assignment he will manage the Consultant Services Section among other duties.

Walus has been a VDOT engineer in two different periods. During the current period, since 1999, he has been a consultant services manager in the division, taking responsibility for bridge and structural elements in multi-million dollar projects, including the Hampton Roads Third Crossing project. From 1997-1999, Walus was a design team manager for Moffatt and Nichol Engineers and helped establish their Richmond office. From 1994-1997, he was a engineer senior in VDOT's Structure and Bridge Division. Earlier, he was a structural engineer with other private firms in Richmond.

He holds a bachelor's degree in civil engineering from Virginia Military Institute, a master's degree in engineering from the University of Virginia, and a master's degree in business administration from Virginia Commonwealth University.

In Scheduling and Contract Development Division

Cassada at new post

Robert O. "Bob" Cassada, a veteran in VDOT's construction programming arena, has been named assistant director of the recently organized Scheduling and Contract Development Division.

Cassada, who served as administrator of the Division of Programming and Scheduling since 1993, will lead the new division's scheduling and plan room activities.

After beginning his VDOT career in 1967 as a technician in the Traffic and Planning Division, Cassada was placed in charge of federal aid forecasting in the Budget Division in 1978. In the 1980s, he led the computerization of the VDOT's budget functions. From 1988 until 1993, he was assistant administrator of the Programming and Scheduling Division. Casada attended the U.S. Naval Academy and is a graduate of Virginia Commonwealth University.

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In Asset Management Division

Cline, Hanson, Key, Potter, and Waymack are assistant directors

Five assistant directors have been named for the Asset Management Division.

James A. "Jim" Cline is assistant director for infrastructure management, having previously served as assistant state maintenance engineer for six years. A 42-year veteran of VDOT, Cline has worked in Location and Design Division, on a survey party, in the Land Use Section, and, for the last 17 years, in maintenance positions. He served as the Central Office's representative to the Maintenance Program Leadership Group (MPLG) for five years and received the Commissioner's Award as a part of that group.

Rob Hanson, P.E., joins the division as assistant director for systems development. He will be leading a group charged with developing the business requirements of an asset management system. In 1994, Hanson joined VDOT's Management Services Division as a lead management analyst. He accepted a research scientist position at VDOT's Research Council on the Structures, Pavements, and Maintenance Team in 1996 and became a senior research scientist there in 1999. Hanson holds bachelor's and master's degrees in industrial engineering and operations research from Virginia Tech and a master of business administration from James Madison University. He is completing a doctoral dissertation in industrial and systems engineering. He is a member of several Transportation Research Board committees.

Tony Key is newly assigned as the assistant director for facility management in the division. His duties also include oversight of special operations facilities. He will serve as division liaison to three districts. Since joining VDOT in 1995, Key has served as assistant state construction engineer in the Construction Management Division and as assistant district maintenance engineer in the Hampton Roads District. Earlier he served 20 years as an Army officer in various engineering management positions. Key received a bachelor's degree in business logistics from Pennsylvania State University and a master's degree in management from Webster University. He has been recognized twice as a member of committees receiving the Commissioner's Award for outstanding contributions to the agency.

Erle Potter, P.E., is assistant director for equipment management in the division. Potter, a 32-year VDOT veteran, oversees programs for the acquisition, maintenance, repair, and use of vehicles, equipment, and ancillary services in support of VDOT and other state agencies. Previously, Potter served as state equipment engineer, Equipment Division assistant administrator, Culpeper District equipment manager, and assistant district equipment manager in Salem District. A graduate of Virginia Tech, Erle received a bachelor's degree in mechanical engineering in 1970. He is a certified equipment manager and a graduate of the Virginia Executive Institute. He is vice chair of the Equipment Focus Group for AASHTO's Highway Subcommittee on Maintenance.

M. Brian Waymack is assistant director for roadside management. His areas of responsibility include storm water management, vegetation management, roadside support programs, and regulatory and compliance programs. Waymack is a graduate of Virginia Tech with a bachelor's degree in horticulture, and he is currently working on a master's degree from Virginia Tech in plant and weed science. Earlier in his career, Waymack taught school for three years and worked as grounds superintendent at Richard Bland College. He joined VDOT in 1987 as superintendent of roadside operations in Richmond District. He became the roadside manager in 1993 and worked in that position until 2000 when he became an assistant administrator in the Environmental Division.

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VDOT People

All in the Family

Elliott using engineering skills in Oman

VDOT
People

Names in the News

Pelnik leads Innovative
Project Division

Lineberry is Luray
resident engineer

Living our Values

All in the Family

Quintin Elliott, director of VDOT's Asset Management Division when not on active duty with the Air National Guard, is commanding the 202nd Expeditionary Red Horse Squadron in Oman. The squadron is responsible for the construction of a taxiway for a major airport in Oman. The taxiway project consists of two miles of grading and placing select fill, aggregate base, and asphalt. It ties into a 47-acre concrete parking apron. Major Elliott is responsible for leasing equipment, obtaining materials, and developing progress schedules. The construction crew is together 24/7, living in a confined area near the project site. Operations continue six days per week in spite of temperatures that continue to rise above 110 degrees. Good luck, Major Elliott!

Central Office

Location and Design Division: Best wishes to our faithful Bulletin correspondent in L&D, Carolyn Harcum, whose name is now Baldwin after her marriage to James Baldwin on April 6. Meanwhile, the division maintains its reputation for productivity (of babies, we mean). Born to Jason Henry, engineer I, and wife, Tracy, is Ryan Douglas, on April 13. Congratulations!

Environmental Division: Three division and one district staff members have graduated from the Virginia Natural Resources Leadership Institute's (VNRLI) 2003 class: Jim Cromwell, district programs manager in the division; Mary Ellen Hodges, district preservation program coordinator; Jeff Rodgers, contracts program manager in the division; and Jerry Pruyne, assistant environmental manager in Hampton Roads District.

VNRLI trains people from industry, business, government, and the environmental community. It is the result of a partnership between the Institute for Environmental Negotiation at the University of Virginia, the Center for Economic Education at Virginia Tech and the Virginia Department of Forestry. Through the course of a year, participants in the program attend six, three-day sessions in different geographic areas of the state.

Participants study conflict resolution techniques; expose participants to the diverse environmental challenges facing the Commonwealth; encourage leadership in the environmental field and assist participants in formulating a personal vision of themselves as leaders; and provide an opportunity for people with differing backgrounds and perspectives to come together on an informal, friendly basis over a period of time, and to interact and learn from each other in a safe, non-threatening environment.

Public Affairs: Staff have won a Richmond Public Relations Society of America award for their "Stay in the Picture" campaign aimed at young drivers during Work Zone Safety Week in 2002. The award in the "Public Relations Practices: Public Service" category will be presented on June 5. In another competition, Sande Fulk, writer for VDOT's Web site, won a second-place award for Web feature writing in the Virginia Press Women's Communications Contest for her recent series of articles titled "How I Keep Virginia Moving."

Structure and Bridge Division: Bruce Shepard, engineer senior, and wife, Christine, had a baby girl, Margaret "Maggie" Temple, on March 23. Mom, dad, and baby are doing fine.

Culpeper District

The district's Golden Shovel Awards, which are presented for highly effective job performance, went to three district employees this year: Barry S. Brookman, Louisa Residency; Mathew R. Delawder, Warrenton Residency; and Doris R. Myers, Right of Way Section. Brookman and Delawder are construction inspectors and Myers is an engineering technician. In commendations of the awardees, Brookman was praised for ensuring "that work is done right the first time"; Delawder for getting "the most for our public dollars"; and Myers because she "checks, double-checks, and triple-checks for accuracy on highway plans."

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Hampton Roads District

District Office: Everyone knows that Mac Clarke has been around VDOT for quite a while, but do they know how long? As of Dec. 29, 2002, it was 50 years! Clarke, district maintenance and operations engineer, started work with the department when he was 18 as a co-op student at Virginia Tech. His first assignment was as a rodman on the survey crew. By the way, do you know how much a rodman made in 1952? About \$2,200 per year. Another interesting fact from half a century ago: The Chesapeake Bay Bridge Tunnel was dedicated as the third longest bridge in the world. What everyone does know is that Mac Clarke likes to work, and is good at what he does. Wishing you many more years of successful employment, Mr. Clarke!



Mac Clarke has 50 years of service

Fred Brinkley, senior equipment repair technician, has been selected as the district Employee of the Year. Employees of the Year are selected from each residency, facility, and section in the district. They then compete for the final district honor. The district's Equipment Section manager, Jamie Denton, said at the presentation to Brinkley, "Fred has an excellent work ethic and is always striving to improve his skills. We are proud to have him as part of our team."

Promoted to district benefits administrator is Teresa Austin, formerly a program support technician senior in the Administration Section. Charon Freeman, accounts payable, has earned her associate's degree in applied science from Tidewater Community College. Tom Tate, formerly district paving manager, has transferred to the Central Office as senior pavement engineer. Danny Graham has been promoted to asset data collection manager for the Inventory and Condition Assessment System at the district. He was a contract administrator for the Franklin Residency.

Elizabeth River Tunnels: Angelica Logan and Paul Todd have been promoted to transportation operations managers. They were safety service officers at the tunnel.

Suffolk Residency: Congratulations to Resident Engineer Mac Neblett for recently earning his P.E. license. Congratulations also to the Carroll family employees in the district. C. Rossie Carroll, Whaleyville AHQ superintendent, and his wife, Amy, have a new daughter, Abbey Christine, born March 28. Grandparents Ben Carroll, Franklin Equipment Shop, and Diane Carroll, Suffolk Equipment Shop, are still celebrating.

Waverly Shop: Summer Leigh (a lovely name for any season) was born to Woody Saunders, equipment repair technician, and his wife, Candice, on March 19.

Williamsburg Residency: Janene and Russell Cowels have a new son, Samuel James, born March 10. Janene is a fiscal assistant at the Seaford AHQ and Russell is a construction inspector in the residency. Congratulations!

Lynchburg District

District Office: Lori Snider, district right of way manager, and husband, Scott, are the proud parents of a baby girl, Kelsey Quann, born April 30. Lori formerly worked in Right of Way in the Staunton District.

Halifax Residency: Donnie Bomar, maintenance operations manager, was awarded the Brookneal Lions Club Citizenship Award recently. Bomar is only the third recipient of the award which recognizes individuals for their community service and volunteer efforts. Bomar has coached Brookneal Dixie League Softball for 11 years; he served 5 years as League president and is currently in his second year as vice-president. He also assists with coaching girls' high school fast-pitch softball. For over 25 years, Bomar has taught Sunday School at Childrey Baptist Church. He also been involved with the Brookneal Rescue Squad since 1977 -- having served in also every office -- and is a member of the Campbell County Rescue Squad Commission. A certified EMT, Bomar also works with the Red Cross to teach first aid in the community and, as a member of the American Heart Association, teaches basic life support to rescue squads, fire departments and community organizations.

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Northern Virginia District

District Office: Amir Salashoor has been promoted to senior transportation engineer in Location & Design. He joined the L&D team in May 1999 after several years working as a consultant engineer.

Leesburg Residency: Glenn Kenny has transferred from Warrenton Residency to be assistant resident engineer, the post he held in Warrenton. Jim Hereford also has transferred from Warrenton to be maintenance manager, the post he held before his move. Welcome to both! Robert Hanshew, transp. operator II, Hillsboro AHQ, has a new granddaughter, Adrianna Jolene Rhodes. Have fun, Grandpa!

Richmond District

Ashland Residency: Ray Varney is the new assistant resident engineer. He will have oversight of construction and land development permit activities in Hanover and Goochland Counties. Varney transfers from Salem District where he had responsibility for maintenance operations and land development. He holds bachelor's and master's degrees in civil engineering from Virginia Tech.

Staunton District

Lexington Residency: Verona Residency: Fred R. Bowers was promoted from transportation operator II to engineering technician III in the Bridge Section. Congratulations Fred!

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Obituaries

- James D. Brogan**, 42, trans. oper. II, Salem Residency, died Feb. 2; one year of service.
- Ernest D. Burton**, 45, equip. oper. A, Christiansburg Residency, died April 2; retired in 1995 with 9 years of service.
- John Fairbanks**, 54, eng. tech. III, Northern Virginia District Materials Section, died April 24; he had 12 years of service.
- Amos O. Gravely**, 75, equip. oper. B, Christiansburg Residency, died Feb. 21; retired in 1989 with 35 years of service.
- Melvin R. Hall**, 55, architect-engineer I, Materials Division, died Feb. 4; he had 30 years of service.
- John David Hensdill**, 63, survey party chief and engineer, Location and Design Division, died Jan. 16; retired in 1991 with 35 years of service.
- James D. Kendall**, 88, equip. oper. B, Christiansburg Residency, died Feb. 18; retired in 1984 with 32 years of service.
- William T. Ogle**, 85, Salem District environmental coord., died April 16; retired in 1980 with 33 years of service.
- Grady C. Pagans**, 55, equip. repair tech. I, Rocky Mount Residency, died Feb. 2; retired in 2002 with 16 years of service.
- Ronald K. Painter**, 62, trans. foreman, Verona Residency, died March 4; retired in 1995 with 25 years of service.
- James S. Paxton**, 55, trans. oper. II, Salem Residency, died March 14; retired in 2001 with 32 years of service.
- Wendie Phillips**, 50, adm. & off. spec. III, Scheduling and Contract Development, died May 15; she had 30 years of service.
- James C. Simpson**, 81, equip. oper. A, Amherst Residency, died March 4; retired in 1983 with 26 years of service.
- John H. Smith**, 71, trans. foreman, Lexington Residency, died March 7; retired in 1991 with 42 years of service.
- Robley R. "Chick" Stearnes**, 89, personnel supv., Salem District, died April 22; retired in 1978 with 40 years of service.
- James A. Tavenner**, 70, district bridge engineer, Richmond District, died April 28; retired in 1996 with 34 years of service.
- Meredith S. Wood**, 83, right of way agent-appraiser B, Salem District, died Feb. 12; retired in 1980 with 32 years of service.

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Retirements

Jack B. Bryant, oper. mgr. I, Hillsville Residency, 31 years.
R. L. Burruss, trans. oper. II, Fredericksburg Residency, 38 years.
L. G. Eubank, equip. repair mgr. I, Bedford Residency, 37 years.
Lewis W. Finks, trades tech. IV, Fredericksburg District, 13 years.
David L. Fox, trans. oper. II, Wise Residency, 20 years.
R. L. Garris, trans. oper. II, Accomac Residency, 33 years.
Alexander Jackson Sr., trans. oper. II, Chesterfield Residency, 16 years.
Samuel L. Hardy, trans. oper. mgr. II, Elizabeth River Toll, 33 years.
L. D. Hawkins, oper. mgr. III, Fairfax, 35 years.
Charles H. Haulsee, eng. tech. III, Richmond District, 30 years.
H. E. Mason, trans. oper. I, Lexington Residency, 35 years.
Ralph S. Mock Jr., trans. oper. II, Wise Residency, 26 years.
W. L. Moore Sr., eng. tech. III, Salem District, 35 years.
Kenneth J. Mullins Jr., trans. oper. II, Wise Residency, 21 years.
Eddie R. Reamer, trans. oper. II, Sandston Residency, 30 years.
Luther G. Shewey, trades tech. III, Tazewell Residency, 5 years.
Richard E. Short, trades tech. II, Fredericksburg Residency, 20 years.
Steven W. Spencer, eng. tech. III, Martinsville Residency, 30 years.
Grover Stiltner, equip. repair mgr. I, Bristol District, 13 years.
Robert E. Tribble, arch.-eng. mgr. I, Fredericksburg District, 38 years.
R. H. Turner, trans. oper. II, Saluda Residency, 33 years.
Lester P. Williams, trans. oper. II, Culpeper District, 40 years.
J. H. Wilkerson, arch.-eng. I, Fredericksburg District, 43 years.

Living Our Values

Kids love VDOT...

Our customers include children, and VDOT employees don't forget that. We frequently make special efforts to educate youngsters about VDOT services and to teach them safety practices. Career days at schools, other presentations in classrooms, and visits by kids to VDOT sites are some of the ways we interact with our little customers. And the children let us know they appreciate our care. Here are a few examples of their thanks.

A day at the Verona Area Headquarters



Photo by Eric Gorton

Jason Wilkerson (facing the camera) and Gary Good host children at the Verona Area Headquarters, Staunton District, recently. The headquarters gave a tour to 25 home-schooled children and their parents from Augusta County. The students got a hands-on look at about a dozen pieces of heavy equipment. Sounding the horns was a favorite activity.

VDOT People

Names in the News

Pelnik leads Innovative Project Division

Lineberry is Luray resident engineer

Living our Values

All in the Family

Training starts early!



Photo by Eric Gorton

Kevin Root (left) and Calvin Michael assist a student out of a backhoe during the visit by home-schooled children and parents at Verona AHQ.

The drawings say it all!



Photo by Dee Brookings

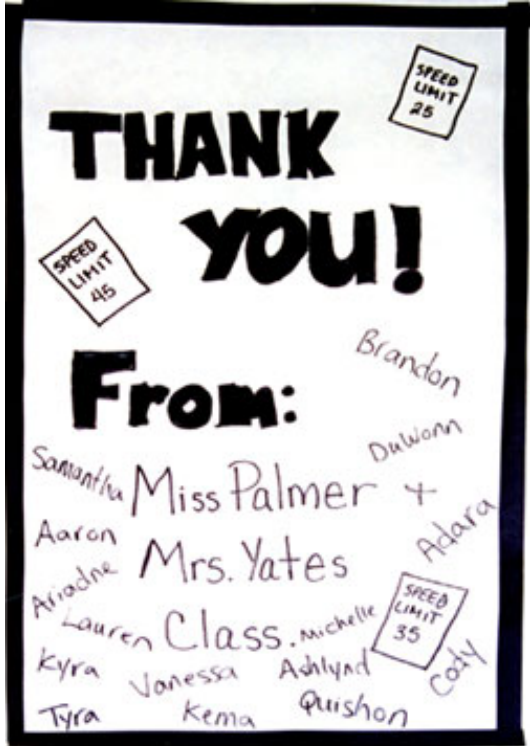
Following a tour of the Culpeper District equipment shop recently, children from the Culpeper Head Start program expressed their thanks for the visit by creating poster-sized cards shaped like trucks, road signs, and other VDOT equipment.

VDOT fan mail

The "VDOT Kid" poses with his sister...

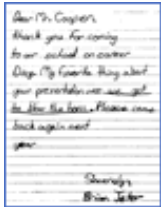


Patrick Moore, also know as the "VDOT KID," loves VDOT trucks. He recently celebrated his seventh birthday. He is pictured with his sister, Jennifer, at the Rocky Mount Residency office. Kim Kristensen, Salem District shop sent him photos of trucks, a coloring book, state magnets, pencils, Frisbees, yoyos, key chains, VDOT sticky pad, and an orange vest. He was thrilled, report VDOT staff. Give him a few more years and we may have a resident engineer. Patrick's parents are Erick & Georgianna Moore of Rocky Mount.



More VDOT fan mail

Not sure who these gems were sent to, but enjoy...(click to view)



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MAY- JUNE 2003

bulletin

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not
dump trucking

Career Day Thank you letter

Copy letter and Draw a picture

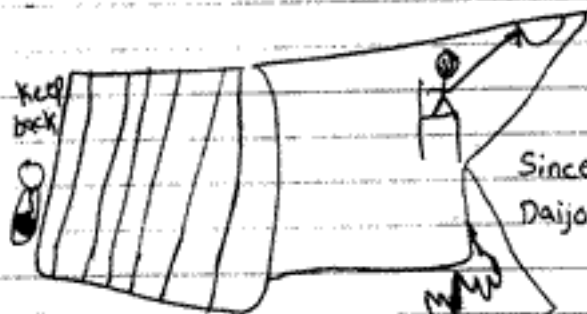
November 13, 2001

Dear Mr. Cooper,

Thank you for coming to
our school on career Day.

My favorite thing about
your presentation was The
dirt skoper.

Please come back again
next year.



Sincerely,
Daijouna Morris



Dear Mr. Cooper,

thank you for coming
to our school on career

Day. My favorite thing about

your presentation was we got

to blow the horn. Please come

back again next

year

Sincerely,

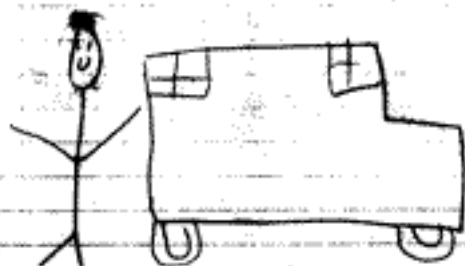
Brian Jeter

November 12, 2022

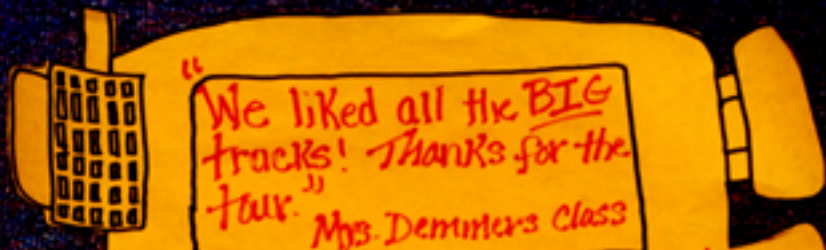
Dear Mr. Cooper,

Thanks you for coming to our
school on career Day. My Favorite
thing about your presentation was
you telling us about your job.

Please come back again next
year.



sincerely
Jasmine
Lindsay



"We liked all the BIG tracks! Thanks for the tour."
Mrs. Demmings class

and Mrs. Corry's class and
Friends from CDI
Head Start!

zachary Kob Will OH Will Will	Jessie Moh I	Michael Soda Ray BOBBY KADALEE Dev	LeVelle Pitt A C H
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About the Bulletin

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